

Four lanes from Middleton to Saul City?

Some points to consider concerning the Highway 12 proposal

Roads With Reason

July 1992

A Brief History of the Highway 12 Project from 1987 to 1991
-by Roads With Reason-

This project came to be seriously considered for construction due to a concerted and well-orchestrated effort made by a pro-four lane Highway 12 Committee which was formed in 1987. Active members on this committee were local residents Paul Meyer and Tom Jackson whose competence in selling this idea resulted in a project which almost overnight went from being a "fat chance" (then Rep. Dale Schultz's estimation of its possible success) into third on the list of priorities for the Wis. DOT. What all the reasons behind this intense effort really were about are hard to say. However, the original Highway 12 Report by this group principally stressed the economic benefits which the highway would give Sauk County, as well as the contribution Sauk County is supposed to make to the entire state. As this report stated: "This region seems to have it all: Agriculture, industry, recreation, and communities with (a) high quality of life which attract(s) new residents. However this region cannot realize its full potential as a major contributor to Wisconsin's economy until the missing piece of the pie is in place: Better access to market...Tremendously rapid economic growth is now underway in the west Madison/Middleton area. The Highway 12 will, in coming years, be critical to serve customers and employees to and from northern Wisconsin..."

This report also claimed that "For any travelers coming from the north west part of the state, an improved Highway 12 corridor will provide a quicker, more direct access to many of these destinations. The time saved and the increased safety of an improved Highway 12 corridor could be of critical importance (for)... a politician from Elroy."

In response to such a position, a citizens group opposing this project was formed. Roads With Reason consists of people who, although they may support non-four lane improvements, don't believe that farmland in the townships of Springfield and Roxbury should be turned into an interstate truck route or that the small-town lifestyle of Sauk county will benefit from being turned into sea of concrete, strip malls and gambling casinos. Some of us also feel that if Governor Thompson wants to travel on Highway 12 to get to Madison he can drive at the posted speed limit and then maybe use his authority to ask that the laws against tailgating be enforced on this highway, instead of building a huge infrastructure of new roads which many people don't believe we can possibly afford. (Maintenance of existing roads as well as law enforcement has not kept up with the rate of inflation in recent years, and, as Roads With Reason pointed out to the Study Committee, the Federal Highway Administration has estimated that fixing the current interstate system alone will cost taxpayers from \$565 to \$655 billion).

The Highway 12 Study Committee (1990-91)

In response to the ensuing controversy over this road, Rep. David Travis asked that a committee of local individuals be formed in order to discuss the environmental, economic, social and technical issues which were raised concerning Highway 12, and which would receive technical assistance by the UW Madison School of Urban and

Regional Planning. Governor Thompson, however, vetoed the U.W. as the consultants and instead designated this task to Ayers and Associates, an engineering firm connected with the DOT. (This firm now has the contract to build the four lane.)

The resultant study took place over the next year from 1990 to May of 1991. The Committee consisted of 17 members representing a wide variety of interests who met each month to discuss the subjects that the road raised.

There is no doubt that the Committee failed to discuss or analyze many of the subjects it was supposed to have covered. For example, the Committee "analyzed" some of the issues as follows:

Agriculture: A consultant was brought in who discussed the general process by which farmland is taken from farmers by the DOT. The consultant had not had time to actually look at H12 and so no relevant data was presented at all. When Roads With Reason objected to this, the chairman responded that he found this information "interesting" and no other committee member objected to such an irrelevant presentation. When, months later, the agricultural consultant sent a recommendation against the 4-lane (this project will destroy some of the most productive farmland in the state) the letter was not mentioned to committee members at all and was buried in a packet of other written material sent to the members. In their final "analysis," Ayers and Associates even came up with projected economic benefits for the rural section (i.e. for the destruction of high quality farmland as well as an increased consumption of 2.4 million gallons of gasoline over a 20 year period.) How they arrived at such a conclusion was never explained. (Several local people who spoke on the subject of the destruction of farmland to the Committee were also not even mentioned in the original minutes prepared by consultants.)

Economic Impact: In relation to the actual area in question (Roxbury and Sauk County,) not one word was discussed in this regard. On several occasions, Roads With Reason objected to the consultants about this and we were told that this was really beyond the expertise of the firm to do and that their decision on this was guided by the overall desires of the other Committee members. (When, at the beginning stages of this study, Roads With Reason asked about being able to bring in our own experts to testify on this, we were not allowed to do this and were told to "Wait and see what we've got.") Roads With Reason finds it hard to understand why, if this road is really going to give a positive benefit to the area, the supporters of this wouldn't have welcomed the chance to silence what everyone knows is a major issue concerning why opposition to the 4 lane is so strong. So far, this question has never been answered.

Environmental: The negative impacts of this are so clear that the subject didn't really need to be discussed by anyone. One interesting statement by the consultants, however, was found in their analysis of endangered species where "none" was considered the same as "not known." (It took a representative from the DNR in the audience to object that these terms don't mean the same thing.)

Traffic Statistics: This is the one place that Ayers and Associates should have been able to come up with basic data free of bias and relevant to the subject. It was at the first meeting that some idea of how the consultants would approach this subject was given. In response to a question by Roads With Reason as to basic accident data, the committee was given a false response by one of the consultants who claimed that most of the fatalities (which, unlike the accident rate, is higher than the state average) occurred during the periods of high traffic volume. It was only when

Roads With Reason pointed out that our research showed this wasn't true that he reversed himself and said he actually didn't know. The consultants also made use of a graph which showed the "Average Level of Service" for the road at a certain level indicating it was bordering on DOT standards for when a four lane highway is needed. This, in fact, was not an "average" at all, but was the highest peak of a traffic pattern which is radically lower for most of the day! The "average level of service," also was apparently based totally on the aesthetic considerations of how many cars are on the road at that time. What exactly constitutes "Level of Service?" Several knowledgeable people have told Roads With Reason that the main element in determining "Level of Service" involves the average traffic speed. And yet, the consultants have steadfastly refused, despite repeated requests, to come up with one of the most important and elementary pieces of factual data concerning this entire controversy! The closest we have ever gotten to this piece of data was when a DOT audience member stated, during one of the very last meetings and after we had been asking the question for nearly a year, that the average speed for a specific vehicle was indeed around the legal speed limit (this contradicts numerous testimonials, from both pro and anti four lane drivers, that the actual commuting speed somewhat exceeds the speed limit of 55mph.) This same official also said that this meant that the speed of cars behind the clocked vehicle would be slower, an odd statement which was never explained. Roads With Reason repeatedly requested the methodology and actual data which resulted in the proclaimed "Level of Service" for Highway 12, and although we finally, after the hearings were concluded, have gotten the former, the actual data concerning Highway 12 has never been given. We can only conclude that the "Level of Service" chart is nothing more than the figment of someone's imagination. (If one argues that this road needs two more lanes due to traffic numbers alone, then the Madison beltline should be a twelve lane highway before construction on Highway 12 is considered.)

Future Traffic Projections: This was the only subject which was really debated extensively by the Committee. Projections by Ayers and Associates were based primarily on projected demographic data (which apparently was solely derived by projecting the future from past experience) and made no attempt to realistically deal with real future considerations such as a substantial alteration of travel patterns of Americans due to environmental and economic constraints which knowledgeable experts are virtually unanimous in predicting will occur whether or not we want to think about this. The committee members were content instead to accept the future prophesies of a firm with a vested interest in building road projects which, if they were put to a referendum like a public school building, would not be seriously considered by anyone. When Roads With Reason attempted to cite experts on these matters such as The National Academy of Sciences, the Smithsonian Institute and numerous other sources, one four-lane proponent, who is a local insurance agent, exclaimed "I don't have the time for this!"

How can you expect people to alter their mindset about these things when they apparently don't even believe the projections they cite as a principle justification for expanding this road? In the most significant and telling vote taken with this committee, Committee member Judith Reed made a motion that, if the traffic projections don't in fact increase as predicted by Ayers, that we recommend that a reevaluation of the need for this expansion be made before the actual construction date. This motion was defeated, 11 to 5. The main local proponent of this project, who over the course of

the year never tired of recited the DOT projections of increased traffic as a principle justification for four lanes, was among those who voted against this motion.

The issue of Sauk City and the Bypass: It's no secret that this is the Catch-22 of this project. The original belief of many people was that a bypass was the only thing which made any long term sense, once you decided you wanted a four lane road. However, as people in this area began to wake up to what this would mean to their own homes and businesses, as well as the severe environmental impact, the pro-four lane Committee members began some behind-the-scenes negotiating with local business interests which resulted in the meeting of March 1991 in which, with virtually no discussion, a vote was rammed through in support of running the four lanes straight into Phillips Boulevard in Sauk City. It is at this point that Roads With Reason must point out that these Committee Hearings were nothing but a fraud. Roads With Reason represents some of the people who will have their lives directly effected by this project and we agreed to participate on this Committee with the understanding that this was to be an open and honest format. Making deals and agreements without the knowledge of Committee members who opposed the four lane in part because of issues exactly like these, is nothing more than a fraud on the entire process as to why this committee was set up. Although the selection of the committee members was criticized by some four lane opponents, the fact is that the Roads With Reason representative who sat on this Committee never made this criticism and told a number of different people that he felt it was actually about as balanced as could be reasonably expected. Given the process and total lack of debate that resulted in the vote at the Sauk City end, however, the fairness of this entire "study" is a joke.

It was at this point, actually, that the whole process began to fall apart. We were told that public input was supposed to be a real factor in the Committee's decisions. When the Committee held the first series of public hearings it was in an information vacuum (at least at the Sauk City end the press was ignoring the meetings.) Then, after the issue began to become more public, the second set of public hearings, instead of helping to guide the Committee's decisions, became a final hurdle to pass before immediately wrapping up and going home for good. Originally, this second set of hearings was supposed to be the basis for a reevaluation of our preliminary recommendations. Instead, Committee members got a large packet of the comments only a few days before the next meeting (many of them in opposition to the road, some arguing their opinions in great detail,) and these were totally ignored in favor of immediately calling it quits. Voting to ultimately construct a total of five bridges over the Wisconsin River within a mile or two was too absurd a recommendation for committee members to want to talk about it, and the solution was obvious: go home and, as one committee member put it, "let another committee" worry about all this again in a few years.

On July 14, 1992, the Sauk City Board has finally acknowledged the irrational recommendation of the Highway 12 Committee and it unanimously rejected the Committee's recommendation. And as noted above, this final recommendation was made by the Committee in order to avoid bringing out the truth of this project: that a bypass would be so environmentally, economically and socially destructive that most remaining local public support for this project, which has always been built upon impossible promises and expectations, would disappear.

U.S Highway 12 panel is not good listener

1/30/91

As I covered the U.S. Highway 12 Transportation Committee meeting Monday about the rural segment between Middleton and Sauk City I was struck by two things.

First out of about 30 people present, a mere three were women including myself, committee member Judith Reed representing Dane County on transportation, and an observer.

The remaining 16 committee members were men and all the presenters of statistics on Highway 12 traffic, and project options were men.

As I sat there making note of this situation I thought to myself this is typical of all governmental bodies and decision making groups and the idea was not comforting.

Watching this one microcosm of bureaucracy at work I became aware of the second thing that struck me — any voice of dissonance was not welcome among this group.

It seemed to me that the representatives from the Department of Transportation, the engineering consulting firm of Owen Ayres & Associates, Inc. and most of the committee are pushing for the full four lane option with 65 percent of public comment also favoring this option.

The formation of this committee, I assume, was to generate discussion from different factions affected by Highway 12 renovations — the communities, the farmers, tourism and industry.

But a lone dissenting voice, that of Amos Roe representing Roads with Reason, was repeatedly and sometimes rudely squelched.

When questioning the interpretation of two graphs on traffic volumes, Roe, who persisted when he still wasn't clear on the answer given him, was impatiently dismissed.

When questioning how the project was to be financed in light of tight state budgets and limited federal aid, Roe asked specifically about the possibility of toll booths or higher fuel taxes. (The four lane proposal would cost between \$30 and \$40 million by today's estimates.)

After Roe's suggestions and questions were peremptorily dismissed he persisted, calling for a motion to discuss funding specifics at the next meeting — a motion which was resoundingly defeated.

Roe questioned statistics

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News-Republic Writer

showing high economic benefits accompanying the four lane option — \$80 million in user benefits — asking if these statistics took into account farmers losing cropland.

Kevin Hagen said the statistics did not, which led Roe to say they were "misleading" with Hagen responding, "I don't see it that way."

Finally when forming the motion to focus the next meeting's discussion on spot improvements and the four-lane option, Roe attempted to amend the motion with a stipulation to consider public-suggested amendments to either option. Here he was abruptly and rudely cut off.

I am not arguing for or against turning the rural segment of Highway 12 into four lanes. Personally I think most of the hazardous situations caused now on that stretch are caused by impatient drivers who gotta make good time, but that does not take into account a few years down the road when traffic is going to increase.

What I do question is why waste the time and money to conduct a study and form a committee if the outcome is seemingly already decided. All information seems to reinforce the argument for four lanes including public comment.

But the public comment received came from only 117 individuals — hardly an overwhelming stamp of approval from all those affected since 9,000 cars travel Highway 12 daily.

I think Roe wants to get the grass roots more involved in this project, generating a discussion of issues that justify the formation of such a committee.

Stomping on any opinion not jibing with the majority is disquieting in the very least.

Let's remember what our country is supposed to be about — tolerance of varying opinions, freedom to express them without fear of reprisal and representative, truly representative not automatic consensus, government.

Farmland

My name is Marcella Breunig and I am a farm wife that lives on Highway 12. We would like to keep our farm a family farm. This is something I wrote just before we came over this evening:

When the food is no more, when milk is in demand and less, when there are less green pastures and farmlands, and no more clean air and lakes and businesses, and valleys and beautiful scenery in Sauk Prairie, do no holler to the Almighty for there will be no more.

I hope the DOT and the Committee will take everyone who is affected by this into consideration. Thank you. --5/2/91 Sauk City public hearing

I'm Carol Herbrand...I was born and raised on a farm...I saw our farm being taken by the highway. It's very sad what happened to the little town where I grew up in. It's no longer in existence...Farmland is diminishing all the time...City folks are screaming high food prices now and what will the future prices be like? When the farmers go down, everyone goes down...It's the land that's becoming extinct not just the wildlife. Every living thing depends on the land to survive. Farms are becoming an endangered species. You think that over, an endangered species, farmland. I was at a national meeting not long ago when a native American spoke and the gist of his speech was how greedy the white man is... "take care of the land"--This is what the Indians warned us years ago. Once the land is gone it cannot be replaced. Farming is our business, must we be ruined for others to drive on super highways? Will we be paid for the rest of our lives for the business that we have built up and lost? It's our investment, we're farmers at the foot of Springfield Hill. Farmers don't retire their land. It passes down in the family. Should our investment and industry be ruined so that selfish drivers can race down an expressway twice a day? Pick up the State Journal, day after day, farm after farm, are being destroyed. It isn't just Highway 12... it's all over the state. My husband and I are part of this little committee called Roads with Reason and that's what we advocate-- roads with reason." -- 5/2/91 Sauk City public hearing

Farmland is disappearing at a rate of well over 4 million acres per year in the U.S.. The population of our country is growing at around 7000 people per day and the growth rate is now expected to increase substantially. Highway 12 goes through some of the best farmland in the entire state of Wisconsin. Currently, due to action taken by Gov. Thompson and the Legislature, the economic interests of gambling casinos and dog tracks receive eight times the weight in making road decisions than do family farms.

Roads With Reason

We Can't Keep Turning Farms Into Cities

To the Editor:

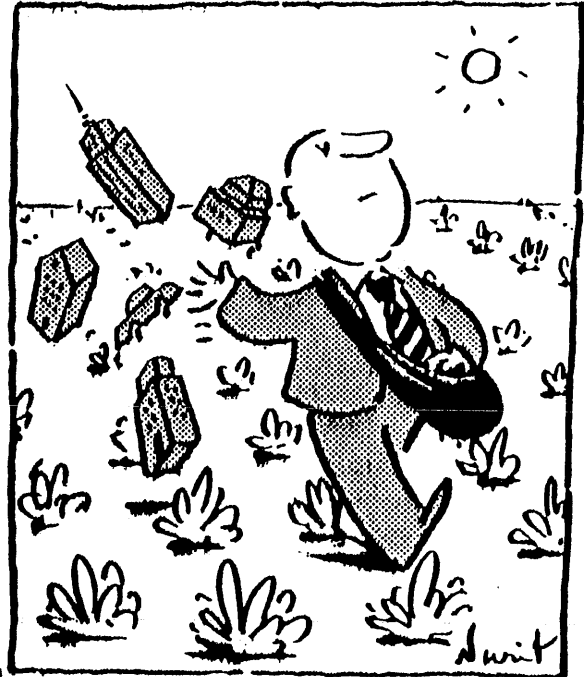
NYT 10/11/89

William Safire's suggestion to put new American cities in the "wide open spaces" (column, Sept. 25) may sound good, but he misses important points. Much of the wide open spaces constitutes valuable farmland. True, such land can be developed for housing, shopping malls and the like. Every foot so developed probably means less high-grade farmland. In some cases, the land is fertile, has adequate water and is reasonably close to cities. Produce can be grown on it and transported to markets in cities at a reasonable price.

As high-grade farmland is used for development, farm produce has to be grown on land that is less fertile, where water conditions may not be ideal. In the end, produce for human consumption will have less variety and poorer quality and cost more.

And as we take fine, open farmland for development we remove habitats for birds, animals and plants of all sorts. In some instances, we don't even know what we are destroying in the name of development because too little is known about the flora and fauna of the region.

Use of the farmlands for development will ultimately mean more auto,



bus and truck traffic on roads, streets and freeways. Such congestion means higher transport costs and increased demand for costly freeways.

If we continue the pace of development of good farmland, our society will be paying a heavy price in future years.

A. B. MCNABNEY

Walnut Creek, Calif., Sept. 25, 1989

The writer is vice president for conservation of the Mount Diablo Audubon Society.

Wash Post 2/15/89

Wages of Rampant Growth

If things keep going the way they are, people who live in places like Fairfax County are going to move out, go broke or mount a tax revolt.

Real estate assessments in Northern Virginia are going through the roof, and now the Virginia General Assembly is going to let local jurisdictions tax the citizenry to pay for road improvements. This is the solution to runaway growth?

The present Fairfax County Board of Supervisors was swept into office on a slow-growth tide of sentiment that was fueled by soaring housing costs and real estate assessments, and by traffic jams of monumental proportions. Civility has become a casualty on the road. It is not the least uncommon now to see drivers chasing each other to settle some perceived grievance, racing to cut each other off, and exchanging symbolic gestures. Tailgating is a popular outdoor sport, and on some roads you simply must be willing to go at least 10 miles over the speed limit to avoid being run down by your fellow drivers.

People aren't quite shooting each other on the freeways with the abandon they had for a while in California, but that may not be too far behind.

News accounts about the localities' new taxing powers give ghastly predictions about the population explosion expected here and what conditions are looking like down the road, so to speak: In the next 20 years, the number of households in Northern Virginia is expected to increase by two-thirds over the 1985 level, and the number of cars is supposed to go up 88 percent.

The bulk of that growth is supposed to occur in Fairfax, Prince William and Loudoun counties. All three are expected to hold referendums on local income taxes that would pay for transportation improvements.

Under the formula approved by the General Assembly, localities—with the approval of their voters—could impose an income tax in quarter percent increments of up to 1 percent for a period of five years.

Estimates are that a 1 percent income tax in Fairfax would produce \$131 million a year for a variety of projects ranging from the Fairfax County Parkway (Springfield Bypass) to widening of I-66 outside the Capital Beltway. Corporate income taxes would be increased from 6 to 7 percent under the plan.

Families with incomes of \$50,000 would pay an additional \$500 a year in taxes—or \$2,500 in taxes over the five-year

period. The consolation is that it would be deductible on your federal tax form.

That's the same consolation that you have available when you consider what has happened to real estate assessments in the past three years. Fairfax is predicting an average increase in this year's assessments of 18 percent, which means that real estate assessments in that county will have gone up an average of more than 40 percent over three years. In Arlington, where the resale value of homes has also soared, real estate assessments went up an average of 16 percent last year and are expected to go up 29 percent this year.

Officials in both jurisdictions have, in the past, used the sleight-of-hand device of trying to offset the assessment hike by a small drop in the tax rate, but the net effect in Fairfax last year was that the typical homeowner paid about \$250 a year more in real estate taxes.

A news story that appeared on April 16, 1988, revealed a significant development that Fairfax County supervisors would do well to remember when asking voters for new taxing authority: Supervisor Thomas M. Davis III (R) said that for the first time in years his Mason district constituents voted resoundingly—by 63 percent in his annual survey—to reduce services rather than increase taxes.

There's nothing wrong with reducing services or, for that matter, keeping a lid on salaries. Fairfax county's budget in 1989 was \$1.8 billion. Its top two officials—the county executive and the school superintendent—are paid substantially more than the members of President Bush's Cabinet who run federal agencies affecting the entire country. This is a county that has spared no expense—and maybe those days are over.

Past county boards have justified the runaway growth on grounds that development adds to the tax base. So far, the developers and landholders have made vast fortunes, affordable housing has disappeared, transportation is a nightmare and real estate assessments have soared.

And now, as the handiest solution, the Board of Supervisors will try to persuade the citizens to fork over hundreds of dollars a year to pay for roads—which will lead to more growth, more congestion, and more taxes just as surely as the sun rises over developer Til Hazel's 4,000-acre farm in pastoral Fauquier County. In the end, he may be the only one who can afford to live here.

books, 58 Jan 12/9/89

Citizens favor Highway 12 plan; will meet on Dec. 12

To the Editor,

There is a group of well-meaning citizens in Sauk City, who would like to see Highway 12 widened to four lanes for safety and for improved economic life for Sauk City. This letter is addressed to them and to all Sauk Prairie Area citizens.

Coming from the Chicago area, we have seen a certain pattern repeated over and over again. Thinking of LaGrange Road in the southwest Chicago suburbs --

1. State wants to widen road because of safety.

2. Road is widened to four lanes, bypassing towns.

3. Real estate developers buy land and build, build and build.

4. Next come the shopping malls and strip commerce along the highway.

5. Soon there are overcrowded schools, over burdened utilities, more road maintenance, etc. -- all increasing taxes.

6. By-passed towns begin to die -- much of the business move out along the highway.

7. Property tax revised from farming rate to commercial rate.

8. Remaining farmers forced to sell -- tax so high they can't make a living.

9. Traffic triples -- SAFETY AGAIN BECOMES A PROBLEM other north/south roads are widened to ease the problem with the same resulting urbanization.

Unique to the Sauk Prairie Area are the historical landmarks, valuable natural resources, scenic areas and wild life, all of which will be detrimentally affected.

Many people have asked why we selected Sauk Prairie as our retirement spot. These twin towns offered the very best in Wisconsin living. They were vital producing towns with all of the things necessary for a full and active retirement. To live and shop in a friendly, well-maintained and interesting community is a source of pleasure for us. These two towns, thanks to participating citizens, have managed to combine the very best of the OLD with the most valuable of the NEW. May they continue to grow and prosper.

Mary DiNovo
P.S. "Roads With Reasons" group will meet Dec. 12 at 7:30 p.m. at the Community Center, Monroe at Jackson in Sauk City. Everybody is welcome.

Roads With Reason

"Mary Ann Cerick, a Herndon resident since 1965, had a moment of confusion recently while driving home from Dulles airport, three miles from here: 'I was looking at the skyline and wondering, 'Is this Herndon, or did I make a wrong turn?'"

It's Herndon, all right, but it has been radically changed in just a few years...Twenty-three miles from downtown Washington, D.C., Herndon...is directly in the path of a nonstop development wave that has been pushing west from the capital, bulldozing those pastures and tiny towns...The boom elicits mixed feelings here. While some Herndon residents are getting rich, others are unnerved and unhappy...local streets are beginning to resemble the Long Island Expressway at rush hour; \$300,000 houses are being built, pricing out people accustomed to \$125,000 homes a few years ago; trees are disappearing, and storm water, no longer absorbed by grass and trees, is flooding basements and yards. "At this stage, the impacts are really severe," says Mr. DeNoyer. "A lot of people are upset."

Only now are some people adopting a conservationist stance...(this) was conspicuously absent a few years ago, when developers were laying plans to remake the town. "We know Herndon can't stay pastoral, but it should be livable," snaps Ann Csonka, a longtime resident. She and others fear that the same urban problems are being re-created over and over, wherever the path of development turns.

Not long ago, Herndon was a quiet dairy and grain center, a rural escape from Washington...Nobody foresaw how much--or how rapidly--Herndon would change. A few office buildings went up in 1984, but town officials say the boom became apparent in 1985 and 1986 when they were deluged with zoning requests. The action seems to have been triggered by the 1984 opening of local access lanes on the toll road between Washington and Dulles Airport..." --from a Wall St. J. article 7/89

Wall St. J.
9/25/91

Boom County, Bust Budget

By DAVID BERGMAN

DuPage County, west of Chicago, has been the site of some of the most rapid and substantial growth in Illinois. This growth was encouraged by residents and political leaders, in the firm belief that it would bring about a higher quality of life. Economic growth would, it was hoped, so boost the county's tax base that government could cut the tax rate and still collect greater and greater revenues to pay for better schools, public services and roads.

Instead, despite the years of growth, local property tax rates have steadily increased. To understand why, Dalip Bammi, director of the county's regional planning commission, conducted a study this spring. The study's results suggest a causal relationship between new development and increases in local property tax levies. Nonresidential development had more than three times the impact of residential development. This finding, if true, challenges fundamental beliefs, held by local government officials across the country, about the value of development. Development, especially commercial and industrial development, places burdens on public infrastructure and services that are not repaid by the increased value of the land.

The study examined local taxation from 1986 through 1989, three years of steep tax rate hikes and employment growth. The fact that both tax rates and employment jumped at the same time is startling--the relationship was exactly the opposite of what county officials and most social scientists would have expected. The principal explanation offered by the study for this

paradox is that the new residents attracted by job growth demanded not only more services, but better--and thus more expensive--services. For instance, as more and more educated people were drawn to DuPage County by its perceived quality of life, they demanded higher quality education for their children--which means attracting high-quality teachers, at higher salaries. And because urbanization raised the cost of living in DuPage, teacher salaries had to rise again to keep pace. Teacher salaries in DuPage are now among the highest in the region.

By placing so much emphasis on the cost of services, however, the DuPage study may have missed the most important reason that the cost of government has increased faster than the county's resources. Many of the enterprises springing up in places like DuPage are "post-industrial"--the back offices of financial services firms or depots for the shipping and consolidation of manufactured goods. Unlike the factories of the past, these enterprises may not add enough value to the land they occupy to offset the burden they place on public capital. This is particularly true of retail development--malls and shopping centers--which require new roads and more costly maintenance of existing roads.

Because post-industrial operations do not need to concentrate in any one specific place--as factories needed to be situated on a rail line--they can seek cheap land on the periphery of the community, which requires the county to build expensive infrastructure to reach out to those low-density areas. In the past, much of the cost of new

development--particularly the cost of roads and highways--was subsidized by the federal government. The end of revenue-sharing has shifted these costs back from the nation at large to local citizens.

Curiously, the belief that development is lucrative may be one of the reasons it isn't. As cities and counties compete for development, they are tempted to subsidize it either through tax abatements or through publicly financed capital spending. Industry has been able to pay fewer and fewer of the costs it imposes--the difference is made up by the public.

Interestingly, the DuPage study did not call for further increases in property taxes or even taxes on new developments to offset their costs. But a reading of the study does suggest that an unequal local tax system has evolved, by which--through abatements and direct subsidies--the burden imposed by new development is being paid not by the beneficiary of the development but by local landowners. In rate local taxpayers would do well to focus on equality of taxation as much as on the amount of taxation.

Across the country, developers have been able to thwart growth management movements by arguing that development is the only way to check rises in property taxes. If the association between taxation and development suggested by the DuPage study is confirmed, a powerful new argument for managing growth may be emerging.

Mr. Bergman is editor of *Public Investment News*, a quarterly published by the American Planning Association in Chicago.

Global Warming

"Rapid changes in the global environment caused by human activity demand urgent corrective action on an international scale, scientists, government leaders and industry officials said today. At a forum on 'Global Change and Our Common Future' organized by the National Academy of Sciences and the Smithsonian Institution, speakers repeatedly urged that major economic, scientific and political resources be immediately committed to solving...global warming...Thomas Lovejoy, vice president of the Smithsonian Institution, (said) 'Massive intervention in society is required over a very short time span, perhaps less than 20 years.' A main message of the forum, said Martin Holdgate, director of the International Union for the Conservation of Nature and former chief science adviser to the British Government, was that 'we would be incredibly stupid not to take these dangers as real.'"--5/3/90 New York Times

"A panel of scientists warned today that unless emissions of carbon dioxide and other harmful gases were immediately cut by more than 60%, global temperatures would rise sharply over the next century, with unforeseeable consequences for humanity... the report had immediate political consequences... Margaret Thatcher... breaking with the Bush Administration's skepticism over the need for immediate action, said today that if other countries did their part, Britain would reduce the projected growth of its carbon dioxide emissions enough to stabilize them at 1990 levels by the year 2005...Mrs. Thatcher's action is a blow to the Bush Administration, which was counting on her as its major ally...Prof. Bert Bolin, the chairman of the intergovernmental panel, described (her) action as 'very useful' but said, 'It is not enough in the long term.'...The executive summary... said that the scientists in the panel were 'certain' that emissions of carbon dioxide, methane, chloroflourocarbons and nitrous oxide were enhancing a natural greenhouse effect." -- 5/26/90 New York Times

"I don't have the time for this!" Paul Meyer, Highway 12 Study Committee member in response to questions by Roads With Reason as to whether future traffic projections by the DOT seriously considered the issue of global warming. (late 1990)

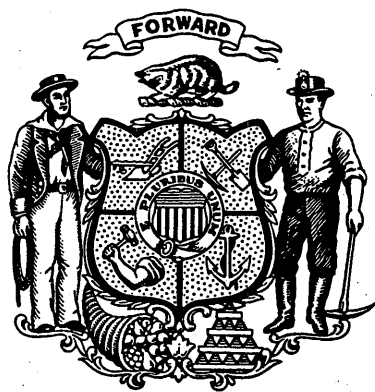
"The Bush Administration today opened an international conference on global warming with the declaration that the U.S. will stabilize its overall production of the gases that have been linked to rising world temperatures...The Administration also said for the first time in an international setting that it believed global warming was a problem...the White House today said that it was relying on aspects of its long-awaited national energy strategy. Conserving energy would reduce the production of such gases, the White House said." 2/4/91 New York Times

"We all want to resolve environmental concerns such as...global warming, fossil fuel consumption and we need to address those issues in the appropriate (sic) state, federal and international forum. One thing is certain, you will not accomplish these goals by having a dangerous two-lane Highway 12."--Tom Jackson 5/2/91

"The old White House position was this isn't a problem and we're not going to do anything about it anyway,' said Dr. Michael Oppenheimer, an atmospheric physicist at the Environmental Defense Fund in New York. 'The new position is yes, this is a problem, but we're still not going to do anything about it.'"--quoted in 2/4/91 article (see above)

Roads With Reason

END



END

~~Waukesha West Bypass~~

-against

Replied

8-5-92

W269 N1574 Meadowbrook Road

Pewaukee, WI 53072

August 2, 1992

Mr. Charles H. Thompson
Secretary, Department of Transportation
Room 120B Hill Farms
4802 Sheboygan Avenue
Madison, WI 53705

Dear Secretary Thompson:

I was in attendance at the July 22, 1992 meeting of the Transportation Projects Commission as a Waukesha County resident strongly opposed to the Waukesha West bypass. Because of the number and length of addressees and the time constraints under which your group was working, I was unable to address the commission on that occasion. Please consider my comments at this time.

Let me address, in turn, each of the objectives that you use in determining the relative merit of the candidates for enumeration:

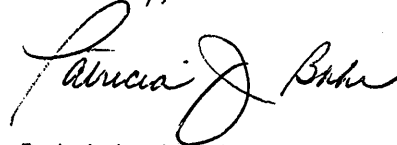
1. Enhance Wisconsin's Economy: While this project will benefit some companies, such as Godfrey Corporation, it is clear that other businesses such as those in the downtown Waukesha would suffer. Do we really want a "rob Peter to pay Paul" economic development plan? I think not.
2. Improve Highway Service: No proponent of the bypass has provided undisputed evidence that there is a mobility problem. There may be a convenience problem, but that hardly justifies the cost and disruption of this project.
3. Improve Highway Safety: Can we justify bisecting the Meadowbrook School district with this major highway? Bridges and embankments, highways and children are a potentially deadly mix.

Let me add my personal safety concerns at this time. I am a resident who lives approximately 1500 feet north of the northern termination of this project. Although the proposed route is expressly designed to provide access to Interstate 94, a fair amount will continue north on

Meadowbrook Road. Meadowbrook Road is a hilly country highway with sharp curves and little if any shoulder. There is absolutely no way that it could safely handle the increase in traffic that would result from the construction of this bypass.

4. Minimize Undesirable Impacts: Evidence of community, business and environmental disruption was provided at the hearing. Already developers have purchased adjoining tracts with plans for major subdivisions. Our semi-rural way of life is being assaulted.
5. Serve Community Objectives: Identifying which way the majority of the community residents felt on this issue was obvious at the hearing. For the past few years, the residents in the proposed bypass area have fought this project. We have been ignored and we have been frustrated. But we haven't given up. We still came out in large numbers last month to protest this plan. We will continue to do so until it is abandoned.

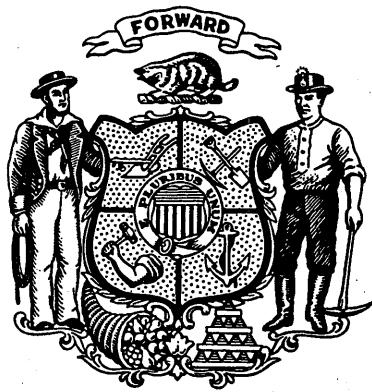
Sincerely,

A handwritten signature in cursive script, appearing to read "Patricia J. Bahr".

Patricia J. Bahr

ccs: Transportation Projects Commission Members

END



END

August 3, 1992

To: State Transportation Projects Commission

From: Richard Clouse, ^{RC}R9, Box 290, Chippewa Falls WI 54729

I believe the State and Federal money should go where it gets the most value, as that is the way I want my money spent. The Outer Bypass is the way to go.

Why destroy homes and building and future expansion where the Inner Corridor will go?

The traffic problems on the present Hwy 53 can be solved with improvements on the highway. Also, with the completion of the North Crossing this will relieve the problem between Highway 12 and the Birch Street area.

DATE: August 4, 1992

TO: THE TRANSPORTATION PROJECTS COMMISSION

FROM: ELDON LUSTIG, 940 ALSACE #10, ALTOONA WI 54720

RE: USH 53 BYPASS PROJECT

I wish to address the subject of highway safety. I am one of the State Drivers License Examiners in Eau Claire with almost 27 years' experience in my field, and I have a view of the situation that you might not have heard previously.

The Highway Division of the DOT has been stating the Inner Bypass will have the most effect on reducing accidents and injuries on the present Highway 53. I take issue with those statements. I travel Highway 53 every day, five days a week. Also, I conduct road tests for the State with the applicants on Highway 53.

It is not the ROAD that causes accidents. It is driver error! If you check the accident reports over the past year on present Highway 53, you will find these reasons for accidents: failure to yield at stop signs, failing to obey traffic signals, following too close, unsafe deviation on lane changes, etc. Not one ticket was thrown out of court because the road was at fault.

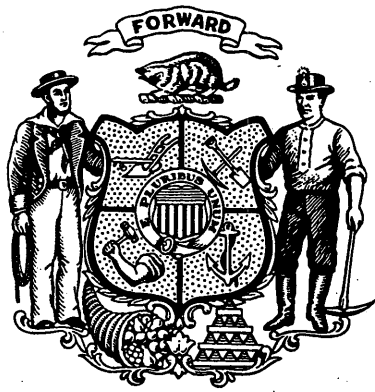
Congestion is apparent at peak times during the week as workers go to and from their jobs, and during the summer holiday season as tourists travel to their destinations. It is during this holiday season that you will find

traffic counters lying across the highway. Is this so the DOT's Highway Division can get the highest counts possible — and is this a true reflection of actual traffic problems all year long?

The best solution to all the above problems, I believe, is to build an Outer Bypass (the only true bypass), taking off 95% of the large, slow trucks; motor homes; campers; boats; and the autos that do not want to stop in the Eau Claire area. Then improve the intersections accessing the present Highway 53. (This is planned to be done with either bypass proposal.)

People go where the road goes. Let us build for the long term, not a temporary solution, and save the taxpayers \$11 million in these trying financial times. All taxpayers would appreciate that.

END



END

Lake Arterial Extension
- FOR No-Build Alternative



City of Oak Creek

OFFICE OF THE MAYOR

8640 S HOWELL AVE ■ OAK CREEK, WI 53154

DALE J. RICHARDS
HOME (414) 762-0025

(414) 768-6548
FAX (414) 768-9587

August 5, 1992

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison, WI 53708

Dear Representative Brandemuehl:

As support for the No-Build Alternative of the Lake Arterial Extension increases, the City of Oak Creek Common Council and the Lake Arterial Extension Committee wishes to re-emphasize their position regarding this alternative. In our opinion, the most equitable solution would be the No-Build Alternative, with spot improvements receiving the same state funding as the other alternatives under consideration. This could alleviate congestion and traffic flow problems unique to each individual community. This way, each municipality would receive its share of benefits without the unfair burden of undesirable consequences.

As the study of the Lake Arterial Extension reaches its final phases, we urge you to consider what we believe is the most logical alternative. What a tremendous waste the EIS would be, both financially and environmentally, if the knowledge available from it is not used NOW to best serve the communities it encompasses.

Very truly yours,

Dale J. Richards
Mayor

DJR/psb

cc: Council
Lake Arterial Extension Committee
City Administrator
City Attorney

Marshfield Area
Chamber of Commerce & Industry
P.O. Box 868
110 E. Second St.
Marshfield, WI 54449

Highway 13 - Marshfield
- FOR



Marilyn Hardacre
Executive Director
715/384-3454
1-800-422-4541
FAX 715/387-8925

August 6, 1992

Transportation Projects Commission
Secretary Charles H. Thompson
Department of Transportation
Room 120B Hill Farms
4802 Sheboygan Ave.
Madison, WI 53705

Dear Commission Members and Secretary Thompson:

The Marshfield Highway 13 Regional Mobility Study which recommends a highway boulevard along our railroad corridor is of paramount importance to the growth and development of our community and the Central Wisconsin region.

Thus, I feel compelled to clarify some of the misleading statements and misconceptions made by the group of senior citizens and Tom Swenson at the public hearing of the Transportation Projects Commission in Appleton on July 29.

The group of citizens who came to the Hearing represented our Senior Citizens Club which meets at our Armory and counts among its membership a group of long-time Marshfield residents who were born and raised here. It may be noteworthy to make particular mention of the fact that if the boulevard goes through, the Armory will be razed and this group would need to find another meeting place. Our National Guard, however, is not affected as it has been given airport land by the city and is presently in the design stage. Marshfield has another senior citizen organization, the Marshfield Senior Community Center Association which is housed in our Senior Center and represents a larger group of seniors. The Association is, in fact, a member of our Chamber of Commerce.

In response to the number of displaced residences and businesses, Donahue & Associates is preparing a more accurate count for DOT. I respect the feelings and opposition of any individual who might lose their home or business due to a highway project. However, to the best of my knowledge, very few homeowners have voiced an objection. Due to the aging condition of the housing stock along the railroad corridor, many of the residents are looking forward to the opportunity of upgrading their housing. Two have personally called me with support and requests for more information.

page 2

Commission/Secretary Thompson

I know of no business to be displaced which has voiced an objection. More importantly, Wick Building Systems, which would lose its frame shop; Marshfield Machine; and Opportunity Development Centers, Inc. have written letters of support which are enclosed in your Marshfield binder. Marshfield Coop and Weiler Fuels have already inquired of my office about available land in our Industrial Park and are looking forward to a site in a more suitable location than where they are now located. The owner of the All Vac Center, a business to be impacted, was just in my office and very supportive of the boulevard.

The Board of Directors of the Marshfield Area Chamber of Commerce and Industry has never claimed unanimous support of our membership. However, out of 466 members, which is a large Chamber membership for a community our size, only two firms have dropped their membership; one being Robert Radtke's insurance agency. MACCI, therefore, reaffirms that the business community is solidly behind the recommended boulevard.

Mayor Duerr has sent you correspondence referring to the mayoral election in April. I will not elaborate any further except to say that I have personal friends who support the boulevard and voted for Marvin Duerr.

In response to Tom Swenson's testimony, I believe his survey deserves more scrutiny. The young people doing the survey did not and would not reveal their identity nor the purpose of the survey. I personally know of two individuals who refused to finish the survey when the identification was not given - and one person called does not live in the city.

In summary, support has been given for this project by every involved government body, every industry in our Industrial Park and east side industrial community, the Marshfield business community, Downtown Business Association, Main Street, and our news media. A copy of yesterday's newspaper editorial is enclosed. I know of no official organization in opposition.

On behalf of our City, and its future growth and development, I implore the Commission's enumeration of this highway project. Some amount of opposition to highway location can nearly always be anticipated. In 1988, a bus of residents from Baker Street in Wisconsin Rapids appeared before the Commission to protest Highway 54 in that city. However,

page 3

Commission/Secretary Thompson

officials in Wisconsin Rapids had also worked many long years to gain enumeration, and a favorable vote of support was given. In the five years I served on the TPC, I do not recall any project that did not have some degree of opposition.

Marshfield has worked for 25 years to resolve our Highway 13 traffic problem. Our sincere appreciation is extended to the Department of Transportation for its time, effort and patience with the Marshfield Highway 13 Regional Mobility Study.

Yours truly,

A handwritten signature in cursive script, reading "Marilyn Hardacre". The signature is written in dark ink and is positioned above the printed name and title.

Marilyn Hardacre
Executive Director

Marshfield News-Herald

Founded 1927

Opinion

James V. Eyky
William R. Hea
Karen S. Olson
Richard J. Tho
Bernice M. Bra

Road protest has impact

THE DUST hasn't quite settled on the Near East Boulevard.

It is still a question of when — OR IF — Marshfield's internal highway bypass plan will see daylight. Going into last week's hearing before the Transportation Projects Commission, it looked as though the city had solid support and that its chances were good. Coming out of that hearing, after a visible protest by a loosely knit group of city and area residents, we're not so sure.

A lot of people have misconceptions about this project, which is designed to alleviate traffic congestion and reduce high accident rates along Central Avenue, which is Highway 13 through the heart of town. The bypass would follow an abandoned railroad right of way to intersect Central at First Street and to connect the north and south legs to Highway 13.

THE TPC SEEKS a consensus — strong support for highway projects. Protest voices, even if they represent a minority opinion, unfortunately carry a lot of weight.

Commissioners must now analyze what they have heard and review the printed material presented to them. In turn, they must decide whether a highway project is indeed wanted and needed here. If so, they will enumerate it and put it on the construction schedule.

The door was wide open for Marshfield this year. It had a lot of friends on the Commission and the Department of Transportation and even Gov. Tommy Thompson, who chairs the panel, seemed to favor the project. All that was needed was for the city to build a strong case for the work and to show its solid support.

WHILE QUESTIONS have been raised here from the outset of the engineering study, it appeared going into the hearing that there was a consensus — at least from City Hall. The Council did endorse the engineers' study and agreed to abide by their recommendations.

If there was a surprise at the hearing, it was that two aldermen proudly wore a green ribbon that read, "Boulevard No, Bypass Yes." There is too much about-face changing of minds on the Council these days, dictated in part by which way the political winds are blowing.

We contend that these aldermen and others who oppose the Boulevard plan because they think they can get a true bypass are living in a dream world.

State officials have made it clear that a bypass around the town is not feasible, too costly and would not take enough traffic off of Central. Such a bypass is not under serious consideration.

THE WAY that we read it: It's the Boulevard or nothing.

If the state pulls the plug, after spending about \$1 million on engineering, traffic count and other studies, don't look for those officials to come back to town with money in hand anytime soon. It's possible that the state may ask to have parking banned on Central Avenue and for the city to create some turn lanes if this \$22 million project (which would be supported by gasoline tax and license plate renewal fees that we all pay) does die.

If the city loses this project, Marshfield taxpayers will have to pay for pressing street improvements — several of which were incorporated into the Boulevard plan — within a matter of years. We're talking about Oak and Peach avenues and E. Fourth Street.

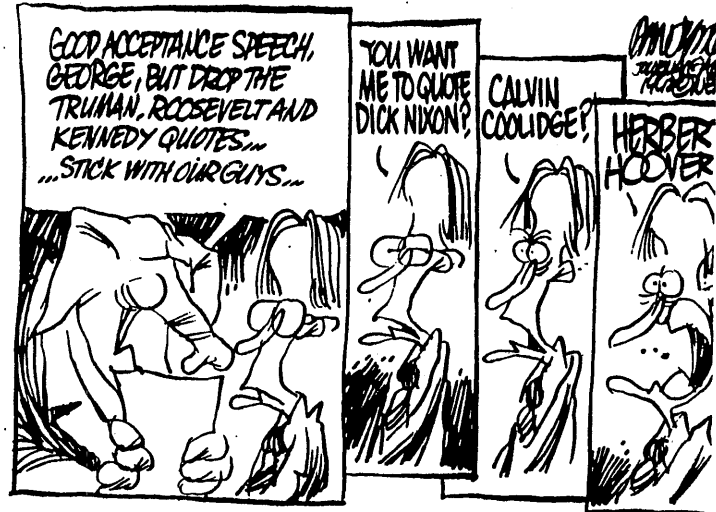
WE HOPE, HOWEVER, that our legislators and the others on the TPC panel will closely look at the current street and traffic conditions and the needs of this community. Everyone must understand that the Boulevard won't be built today or tomorrow. In the best-case scenario, this is a project that won't be completed for six or more years.

The fact is, Marshfield is growing. And the community must plan for that growth. An unclogged and accessible street and highway network is vital to bring goods and services to and from the business and industrial interests of this community. Marshfield is quite a distance from the freeway system, but there will be greater reliance on Highway 29 and Highway 10, two routes that are being upgraded.

IF MARSHFIELD loses out on this project, we hope that the critics — many of whom did not really understand the dynamics of the Boulevard — will be willing and able to pay higher taxes to support present and future street needs.

Marshfield lost out in the 1960s when the powers that be couldn't decide which side of town to build a bypass on. The state sent its money elsewhere. We should have learned from that mistake. That indecision and in-fighting cost us a lot of growth and development.

To think that some people are telling the state to keep its money this time, too, seems ludicrous.



Bush, Clinton lean

WASHINGTON — When Cocteau, the French writer, was asked if he believed in luck, he replied, "Of course. How else do you explain the success of those you don't like?" George Bush will be forgiven for believing Bill Clinton has of late been lucky.

After the Bush campaign tried, for several weeks, with scant success, to portray Clinton as a crypto-leftist on domestic policy, events in Baghdad and the Balkans suddenly shifted attention to foreign policy. And up popped Clinton to the right of Bush.

Regarding foreign policy, the Cold War defined the political spectrum in terms of opposition to aggressive left-wing regimes, so "the right" came to mean readiness for ambitious U.S. interventions, perhaps involving military actions. In the short run, at least, Clinton may benefit from seeming to be "to the right" by suggesting insufficient U.S. efforts against Baghdad and on behalf of Bosnia. But there may be an opportunity for Bush, groggy though he is, at last to land a punch in this, the first post-Cold War election.

There is an old story of candidate Nixon being told in 1960 that he should not talk too much about foreign policy because what matters on Election Day is "the price of hogs in St. Louis." On the other hand, as Democratic candidates must be repeatedly reminded, you cannot run for president of the Department of Health and Human Services.

By suggesting U.S. military sup-



By George Will
Washington Post Group

port for U.N.-sanctioned air strikes against Serbian attacks on relief efforts in Bosnia, Clinton seemed to put the Democratic Party on the muscular side of a foreign policy dispute. That may draw the fangs of Republicans who relish saying that the most recent Democratic president invaded a vast country with eight helicopters, and that on the most recent significant foreign policy decision, the authorization of Desert Storm, most Democrats took a position to the left of the United Nations.

In appearing to be to the right of Bush, Clinton was helped — this is becoming a pattern — by the hapless Marlin Fitzwater. He was sent forth to lambaste Clinton, but did so without understanding that Clinton had said approximately what Defense Secretary Cheney and Sen. Richard Lugar (ranking Republican on the Foreign Relations Committee) have said.

Meanwhile, Saddam Hussein's cunning continues to tarnish the achievement of which Bush is most proud. Merely by continuing to draw breath — never mind tormenting the enforcers of the cease-fire

agreement — Hussein Democrats to call attend Bush administration's of him (Clinton's word) invasion of Kuwait. But must be said on Bush's be

First, when Iraqi aggression, Bush responded most Democrats did.

Second, it is implausible, as many Democrats few more hours of the D offensive would have problem of Iraq. Bec stopped when he d Americans are not nov the back alleys of Bag remembers better than evidently do how deep became involved in 'nam's future by being i the 1963 assassination of difficult to disengage fr whose regime you have c

Third, regarding the Balkans, do Democrats Bush is too reluctant to fratricide? Do they think should aim at — what? I delicate orchid of demo stony soil of south centra

Buchanan gets pri

WASHINGTON — President Bush's campaign managers have rolled over opposition from White House Chief of Staff Sam Skinner and pencilled in conservative presidential challenger Pat Buchanan for a prime-time speaking slot at the Republican convention in Houston.

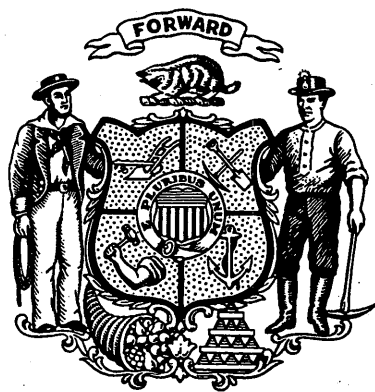
Skinner protested that Buchanan's primary campaigns against Bush had led to Bush's political demise. But campaign senior adviser Charlie Black, trying to rebuild the president's right flank, insisted on scheduling Buchanan. Republican National Chairman Rich Bond, who has been one of Buchanan's sharpest critics, backed Black.

A footnote: Although Housing



By

END



END

August 9, 1992

TO: Transportation Projects Commission
FROM: Dave Krista, 832 Harriet St., Altoona, WI 54720
RE: HWY 53 BYPASS

I can see Hastings Way (Hwy 53) from where I live. Though it may have a few faults, it does not take a lot of money to help it. It take a lot of traffic to support it. I have counted traffic at a lot of different times. I don't know how the DOT counts, but when I count I start with one. I question their count on present Hwy 53 and what they say; " that it will not take the necessary traffic off the present Hwy 53 with an Outer Bypass."

It has been stated, "people are dying out there.(Hastings Way.) Is it the roads fault? I think not, it is human error!

The Outer Bypass will benefit the Chippewa Valley, and we have plenty of industrial land in Altoona to grow and we need to grow, our tax rate is higher than Eau Claire. The whole Chippewa Valley needs to grow.

Thank you.

35/64 Houlton to New Richmond

- FOR



ST. CROIX COUNTY
WISCONSIN

HIGHWAY DEPARTMENT

715-796-2227

P.O. BOX 108 HAMMOND, WI 54015

August 10, 1992

Representative David Brandemuehl
Transportation Projects Commission
Room 401 - 100 North Hamilton Street
Madison, WI 53708

Dear Representative Brandemuehl:

We would just like to follow up on our presentation that was made to the Commission on July 29th in Appleton.

First and foremost, we would like to take this opportunity to thank you for allowing us the time to present our concerns regarding the 35/64 Houlton to New Richmond Project. We realize that these concerns are much more immediate to us because we are more closely associated, but hope that we have portrayed the sense of urgency necessary to improve this area.

We also realize that there are numerous budget constraints, but as was mentioned in our presentation, we believe an investment in the 35/64 Corridor Project is a very good utilization of the limited resources which we all have to work with and will provide a service to all of Wisconsin, not just a segmented area.

In addition, we feel this will bolster the economic development of the area and surrounding communities throughout northwest Wisconsin, as well as the much needed and emphasized tourist industry that Wisconsin has been promoting extensively.

Once again, we thank you for the opportunity to present our concerns and familiarize you with the 35/64 Project and sincerely urge your consideration and support of this vital project for the Transportation Industry and Wisconsin.

If you have any questions, comments or concerns, do not hesitate to contact me.

Sincerely,

Daniel J. Fedderly, P.E.
St. Croix County Highway Commissioner

DJF:dc

DATE: AUGUST 11, 1992

TO: TRANSPORTATION PROJECTS COMMISSION

FROM: DONALD CARPENTER, P.O. BOX 172 ALTOONA WI 54720

RE: HWY 53 INNER BYPASS

I wish to make a few brief statements regarding the Inner Bypass.

I favor the Outer Bypass

For health and well-being for the citizens in this area the Outer Bypass would be the best suited.

The Golden Age Retirement area and the Oakwood Villa are within a few blocks of the Inner bypass. The elderly retired and sickly do not need the added noise to stress out their remaining years. The Outer route is the most favorable for a healthier financial growth throughout the Chippewa Valley.

The traffic situation would greatly improve and would save fuel, time and reduction of accidents and it is what the majority of the people want, and not what the DOT is trying to push.

Thank you.

Donald Carpenter, Transportation Specialist

Pertaining to the public hearings in
Platteville on 7-20-92 and Madison on 7-22-92
in regard to an expressway from
Dodgeville to Dickeyville---- - AGAINST

Whereas U. S. 151 and U. S. 18 run concurrently from Dodgeville to Madison and U. S. 151 and U. S. 61 run concurrently from Dickeyville to Dubuque and U. S. 151 is a single highway from Dodgeville to Dickeyville.

Whereas the traffic count on U. S. 151 from Dodgeville to Dickeyville does not justify a four lane,

Whereas counties would have additional maintainance costs on frontage roads,

Whereas a four lane would take good land off the tax roll and increase other property taxes which will be detrimental to school districts,

Whereas farmland in the southern part of the state is more valuable and farmers in the Dodgeville, Mt. Horeb and Dubuque Bridge area were not paid a fair price,

Whereas the U. S. 151 from Dodgeville to Dickeyville has recently been upgraded with passing lanes,

Now therefore be it resolved that the Belmont Town
Board go on record as opposed to a 4-lane road
on U. S. 151 from Dodgeville to Dickeyville.

Name

Address

Date

Ronald O. DeBuhr Supervisor 26478 DeBuhr Belmont Wi Aug 11, 1992
Donald Roddy Supervisor 27984 Mitchell Hollow Rd Belmont Wis. Aug 11, 1992

Aug 11th, 1992

Ladies and Gentlemen of the Wisconsin Transportation Projects Commission,

I would like to take this opportunity to thank you, on behalf of my neighbors and fellow citizens, for your kind consideration in the matter of the Waukesha West Bypass. We understand the challenge and complexities of the decisions you face, and are appreciative of the extra time extended to our opposition group on July 22nd.

Although I initially became involved in the opposition group because of the negative impacts it will have on my neighborhood and the surrounding environment, I have since broadened my knowledge and opinions on the subject to the point where I believe it is a serious concern for all taxpayers.

Many of my neighbors were not able to come to Madison and voice their opposition and concerns, but lengthy discussions with area residents allowed me to prepare the enclosed presentation for your consideration. Should time have allowed, it would have been presented in total. Instead, pressed for time, I stood for just a few moments to mention that the cost issues have been largely ignored.

Indeed, the high costs and weak justifications for this project have been consistently swept under the carpet by the proponents. As a matter of fact, many citizens have been lead to mistakenly believe it will promote development and relieve traffic woes.....two key points without proof. The fact that a local business leader would ask for this taxpayer expenditure, without showing how it would truly contribute to the bottom line of his businesses growth plans, is an example of this poor justification. The whole process of railroading this project to the taxpayers which I've witnessed to date, outside of the public hearing in Madison, has been "bad government" at it's worst. Some of the proponents misrepresentations at that meeting.... including cleverly timed pictures and false hopes for resulting benefits, should not be rewarded.

I ask that you review my presentation and consider some of the points my neighbors and I wished to make. It is our hope that this project will be shelved in favor of the various reasonable and more cost effective options which are available.

Best Regards,

Mark S. Ford
Kame Terrace Subdivision
Town of Waukesha

Mark S. & Marilyn J. Ford
W273 S2254 Drumlin Dr.
Waukesha, WI 53188

~~Waukesha Bypass~~

-AGAINST

August 13, 1992

Representative David Brandemuehl
Transportation Projects Commission
Room 401 - 100 North Hamilton Street
Madison, Wisconsin 53708

Re: Waukesha "Bypass"

Dear Representative Brandemuehl:

As a resident of Clover Heights Subdivision in the Town of Waukesha, Wisconsin, I feel compelled to write you regarding the proposed extension of the Waukesha "Bypass" currently being considered. I wish to go on record against this proposal.

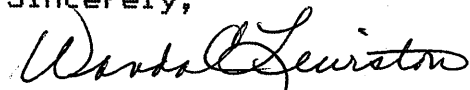
I am sure all of the arguments made at the July 22, 1992 public meeting of the Transportation Projects Commission will be considered in your final decision. For the following reasons, I personally feel this is an idea whose time has come and gone.

1. There is no guarantee the "Bypass" will boost business or the economy. There is a guarantee it will adversely affect people who now live in or near any of the proposed paths. The corridor for this road has not been held open.
2. Although it might create a dividing beltline, this "Bypass" would not bypass the recent growth in the Waukesha area which is primarily to the west of the proposed route.
3. The "Bypass" would do very little to ease traffic congestion on Grandview. (I say this from personal observation, as I travelled on Grandview anywhere from 7:30 A.M. to 7:55 A.M. for a few weeks this summer to a course at WCTC. Most of the vehicles on Grandview continued north past I-94 to G.E. Medical Systems, WCTC, or beyond.) It might even create another route with equal problems. Excuses that extension of this "Bypass" is a vital part of Corridors 2020 are just that--excuses.
4. Extension of the "Bypass" as proposed would destroy wetlands on the south end and create traffic hazards on the north end. This does not appear a judicious use of my tax dollars.

I would greatly appreciate a response expressing your views on this issue and respectfully request you vote against spending state funds for this Waukesha "Bypass."

Thank you for your consideration, your vote, and your response.

Sincerely,



Wanda C. Lewiston
535W26748 Clover Knoll Dr.
Waukesha, Wisconsin 53188

Highway 12 - Whitewater to Elkhorn
- FOR

**WHITEWATER COMMUNITY
DEVELOPMENT AUTHORITY**

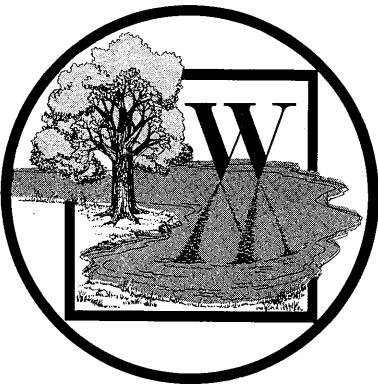
402 W. Main Street

P.O. Box 688

Whitewater, Wisconsin 53190

Telephone 473-7035 (Area Code 414)

Fax 473-7935



August 13, 1992

Representative David Brandemuehl
Room 401
100 North Hamilton Street
Madison, WI 53708

Dear Representative Brandemuehl:

The Highway 12 (Whitewater to Elkhorn) Committee was very pleased to testify before you and the Transportation Projects Commission of July 22, 1992 in Madison. You may have noted that all of the town's, village's and city's representatives are in favor of the Highway 12 four-lane project from Whitewater to Elkhorn.

It is our understanding that the Wisconsin Department of Transportation will recommend to the Transportation Projects Commission that this project be placed "under study." The purpose of this letter is to ask for your vote in favor of the Highway 12 Whitewater to Elkhorn project.

We wish to thank you in advance for your vote.

Sincerely,

David R. Foster
Acting Secretary, Highway 12 Committee

Aug. 16, 1992

Rep. David Brandemuehl
Transportation Projects Commission
Room 401 - 100 North Hamilton St.
Madison, WI. 53708

Dear Representative Brandemuehl:

As a member of Roads With Reason, a citizens group which was formed in opposition to the proposed expansion of Highway 12, I am sending the enclosed packet of material which outlines some of the reasons why so many local people are in opposition to this project. I would especially encourage you to read the "Brief History" which describes the process by which the four lane option was pushed by Ayers and Associates with little attempt to conduct an objective and fair enquiry. (Having now received the contract to build the road, this lack of objectivity isn't very surprising.)

Please note that the townships of Springfield and Roxbury (the two Dane County townships through which H12 passes in this stretch) have both passed resolutions opposing this project, Sauk City recently unanimously rejected the Highway 12 Committee's recommendation, and the Sauk County Board recently rejected a resolution proposing the study of building a four lane between Ski Hi Road and I94 by a vote of 22 to 9. I've been told that the basis for this latter vote by some board members was because they believed that such a "study" would result in the same predetermined recommendations as happened in the case of the Middleton to Sauk City "study."

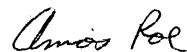
Please also note that in addition to running perfectly parallel to an existing 4 lane highway (I94), the actual accident rate of H12 from Middleton to Sauk City is below the state average (and falling,) and that there are numerous daily commuters on this road who have strongly opposed this project since it was first proposed. I've also enclosed details of the fatalities which occurred on the road from 1984 to 1989 which clearly show that spot improvements (including consideration of a bike path along this scenic route which would have avoided one fatal accident and would have a great long term positive economic benefit) and increased law enforcement would be far more cost effective solutions to the high fatality rate on this stretch. It's well known that most drivers on this road believe that it is indeed the "crazy drivers," who tailgate and who won't drive at the speed limit, and not the road itself, which makes driving the road during commuting times stressful for some drivers. I have also been told by a number of daily commuters that at about the time that the road became a prospect for a four-lane, law enforcement along the route virtually disappeared. (I don't know whether this is true or not.) In regard to poor law enforcement in general, many of us could give personal stories: two I have both involve driving in the four lane section of H12 south of the Baraboo Bluffs in which I was A) once tailgated by a semi truck not more than 3 feet behind me as I drove the legal speed limit in the left lane (I was passing a truck) only to be told by the officer with a radar gun who ignored this that "you shouldn't have

been in that lane" and B) was nearly killed last month in this same section by a large old car with three teenagers who, at 55 mph, suddenly jerked their car across the lane so that their back bumper missed my front one by literally inches and after laughing hysterically, did the same thing to a car in front of me which was pulling a trailer. I pulled into an area less than a mile away where a patrol car was sitting, described the incident, and told him that I would be willing to testify in court about it and that I thought it was highly probable that the people in the car pulling the trailer would do the same. He refused to do anything at all about this. It seems to some of us that road safety is far more determined by good driving and that this could be promoted by an adequately funded highway patrol which is committed to eliminating truly dangerous driving behavior rather than just sitting in a straight stretch of four lane road with a speed gun. In regard to the DOT, there are many of us who are disturbed by the fact that it constantly makes the public pretense that spending \$51 million to destroy farms, homes and businesses is due to safety concerns, when it fails to acknowledge that far cheaper solutions could be found which would be much less destructive. (Springfield Hill, which is probably the most dangerous piece of the road, does not even have a guard rail protecting drivers from going over the edge of a steep drop-off.)

Please read the enclosed material, and also consider the fact that mass transit and a strong freight rail system is clearly a much better contribution to Wisconsin's future economy and environment than the construction of expensive and destructive new roads such as Highway 12 which is an outrageous waste of money that citizens would never even see proposed if it had to pass a public referendum the way a new public school building does.

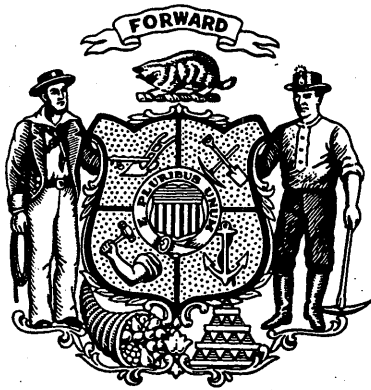
Thank you for your attention to the factual background and issues concerning this project before voting on this project.

Sincerely,



Amos Roe
Roads With Reason
E7768 Orchard Rd.
North Freedom, WI. 53951
608-544-5871

END



END

HWY 13 - Marshfield

August 17, 1992

Representative David Brandemuehl
Room 401 - 100 North Hamilton Street
Madison, WI 53708

RE: STATE TRUNK HWY 13 MARSHFIELD MOBILITY STUDY

Dear Representative Brandemuehl:

For the past several months we Marshfield residents have been hearing (and reading) glowing accounts about how our city needs a "boulevard" to accommodate traffic and we Eastside residents have been hearing how our side of town would be the most appropriate area for this "boulevard." Most residents are very willing to listen to city improvement plans as long as things are explained in detail, costs are honestly presented, questions are answered clearly and "rules" and semantics don't keep changing. When any of these things do happen we, quite understandably, become a bit suspicious. Thus the credibility of all the reporting for this "boulevard" is in question. I would like to list just a few of the things I find disturbing:

- * It was stated that 87% of the traffic wants to be downtown and not bypass the downtown area. WHAT TRAFFIC? Our downtown area is becoming another ghost town what with more empty store fronts all the time. The Northside of this city has every shopping convenience and eating facility. In addition to numerous eating places we have one large mall out there and two mini-malls, two large supermarkets, K-Mart, Shopko, and several banking and savings and loan facilities. Within the past month both a YMCA and a Target store opened within blocks of all these other Northside stores. Why would 87% of traffic want downtown? We have wide (two lane each direction) streets downtown now.

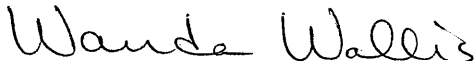
Representative Brandemuehl
August 17, 1992
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- * It was stated that there would be "no impact on the historical society." This statement is ludicrous in view of the proposed close proximity of the road to the old homes.
- * More than 1000 people signed petitions opposing this "boulevard." What about those signatures? Moreover, some of those people were actually called and asked if they were aware of what they had signed. Why were they called? Is this standard procedure with petitions?

I could go on and on. I am not opposed to a bypass, if, in fact, our city truly needs one. But then let it be just that: something to BYPASS the city. Route 97 and Galvin Avenue (Hwy A) would be one logical connection for a bypass and would take traffic to and from the Northside area where most traffic is headed today because of the reasons cited above. If this impact study is accurate then a true bypass would cost approximately 25% less per mile than the proposed boulevard. (This information was distributed at one of the meetings.)

I urge you to examine this proposal in detail, including the economic impact--to say nothing of the inconvenience--to this community. We deserve better than what is being delivered!

Sincerely,



Wanda Wallis
P.O. Box 365
Marshfield, WI 54449

WW/ljg
THOMPSON.LTR